

433, 435 Churchill Avenue North and 468, 472 Byron Place

PLANNING RATIONALE  
IN SUPPORT OF  
SITE PLAN CONTROL AND ZONING BY-LAW AMENDMENT APPLICATIONS

**Prepared by:**

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April 8, 2019

Novatech File: 118024  
Ref: R-2019-064

April 8, 2019

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
110 Laurier Avenue West  
Ottawa, Ontario  
K1P 1J1

**Attention: Doug James, Manager, Development Review - Central  
Planning, Infrastructure and Economic Development Department**

Dear Mr. James,

**Reference: 433, 435 Churchill Avenue North and 468, 472 Byron Place  
Site Plan Control and Zoning By-law Amendment Applications  
Our File No.: 118024**

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The following Planning Rationale has been prepared in support of Zoning By-law Amendment and Site Plan applications for the properties municipally known as 433, 435 Churchill Avenue North and 468, 472 Byron Place ("Subject Site"). The proposal entails rezoning the Subject Site from Residential Third Density, Subzone R (R3R) and Local Commercial, Exception 772 (LC [772]) to Residential Fifth Density, Subzone B, with a 19.5 metre height limit (R5B H(19.5)). The rezoning of the site will facilitate the development of a mid-rise, mixed-use building, with at-grade commercial units fronting onto Churchill Avenue. Two levels of underground parking are proposed, with access off of Highcroft.

Based on the findings of this Planning Rationale, the proposed rezoning and site plan applications are consistent with the Provincial Policy Statement, conform to the policies of the City of Ottawa Official Plan and establish appropriate zoning standards for the Subject Site.

If you have any questions or comments regarding this proposal, please feel free to contact Murray Chown or the undersigned.

Yours truly,

**NOVATECH**



Danna See-Har, M.PL.  
Planner

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## 1.2 Site Description and Location

The Subject Site is a corner through lot located in the Kitchissippi ward in the City of Ottawa, on the east side of Churchill Avenue North between Byron Avenue and Kenwood Avenue. The site is approximately 1900 m<sup>2</sup> in size, with 30.7 metres of frontage on Churchill Avenue N., 60.8 metres of frontage on Byron Place and 31.9 metres of frontage on Highcroft Avenue. The lands that make up the Subject Site are legally described as Lots 1, 2, 3 and 4, on Registered Plan 269, in the City of Ottawa.

The Subject Site is currently occupied by a range of low-rise residential dwellings, including a detached dwelling and an apartment dwelling. A non-conforming automobile dealership also exists at 433 Churchill Avenue N. The Site is currently zoned Residential Third Density, Subzone R (R3R) and Local Commercial, Exception 772 (LC [772]).

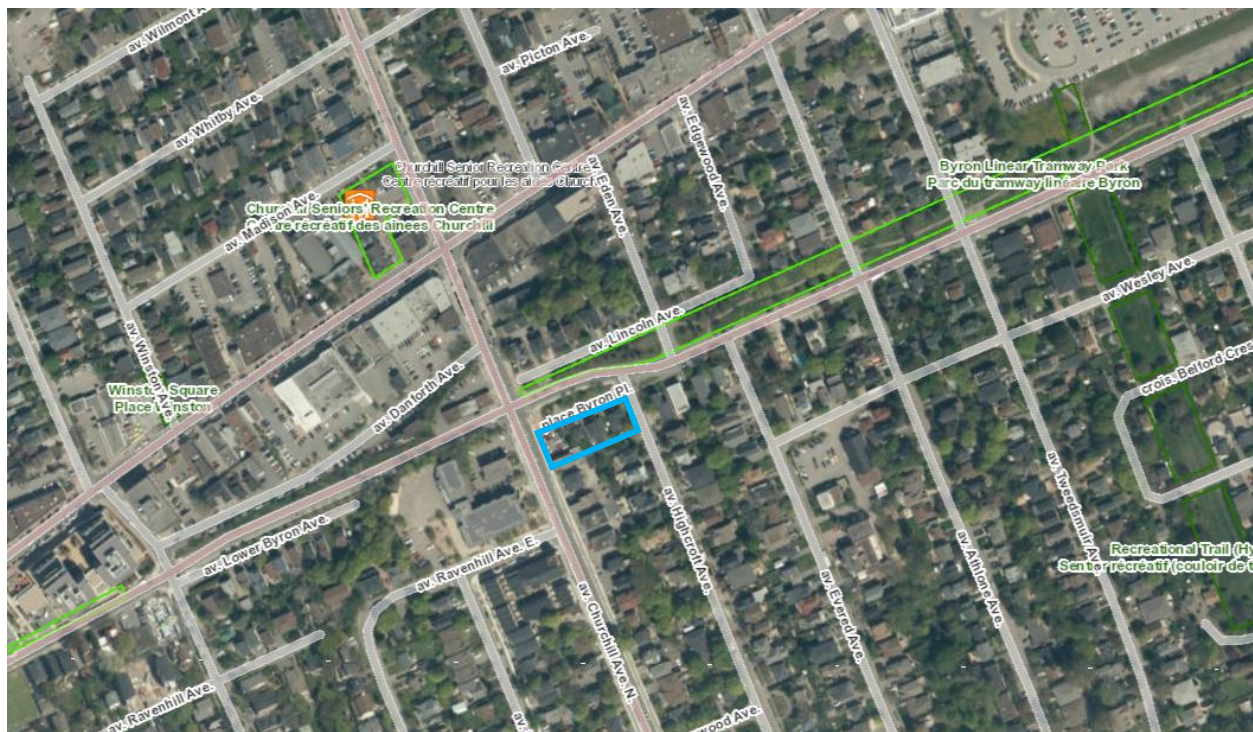


Figure 2. View of the Subject Site and Surrounding Area

## 1.3 Surrounding Uses

**North:** To the north of the Subject Site is the Byron Linear Tramway Park as well as a mix of commercial and residential low-rise buildings fronting on Lincoln Avenue. Further north at the intersection of Richmond Road and Churchill Avenue N is the 'heart' of Westboro Village, where over 200 shops and businesses can be found within walking distance.

**West:** Across the street from the Subject Site, on the west side of Churchill Avenue North, is the Westboro Masonic Hall and Churchill Alternative School. Further west are Traditional Mainstreet uses along Richmond Road and Danforth Avenue.



**South and East:** Properties south of the Subject Site fronting onto Churchill Avenue N contain local commercial uses. Low-rise residential dwellings with a few scattered institutional uses characterise the remainder of the neighbourhood to the south and east of the Subject Site.

## 1.4 Transportation Network

The Subject Site has frontage along Churchill Avenue North, Byron Place and Highcroft Avenue. The Subject Site is also located at the Churchill Avenue/ Byron Avenue intersection. Churchill Avenue North is identified as a Major Collector Road and Byron Avenue is identified as a Collector Road on Schedule E of the City of Ottawa Official Plan (Figure 3).

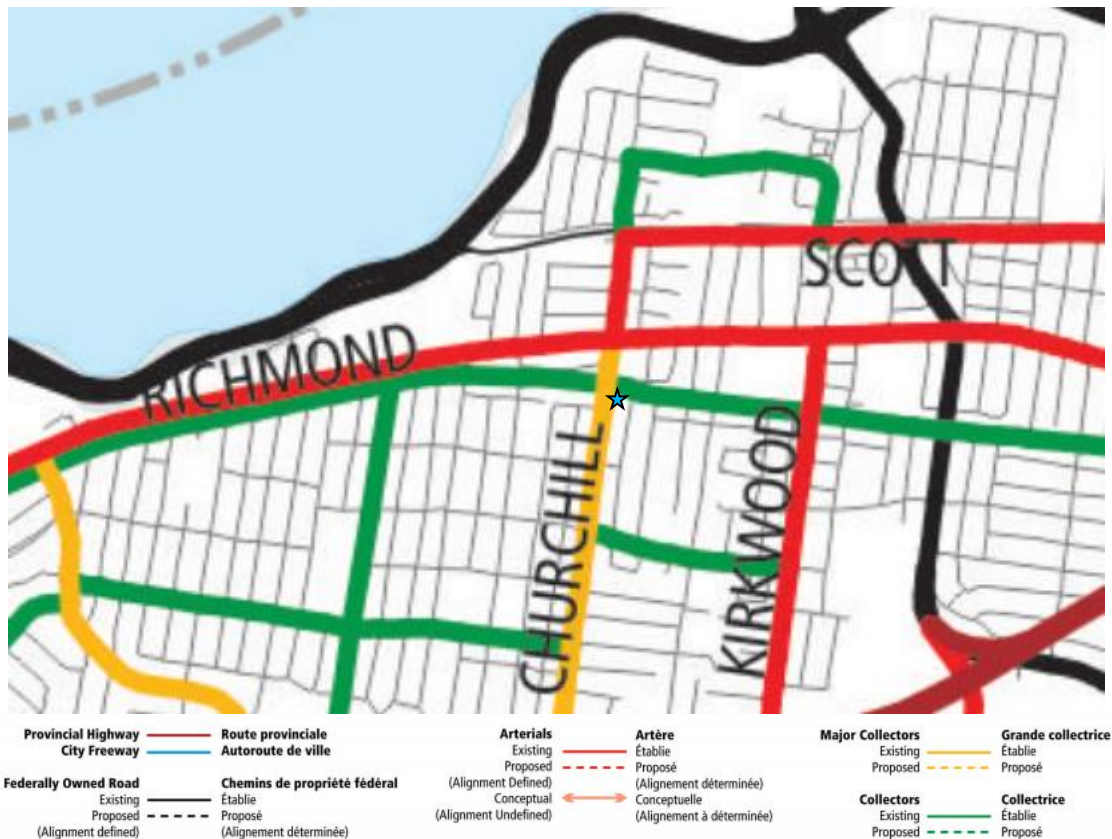


Figure 3. Schedule E – Urban Road Network, City of Ottawa Official Plan

Annex 1 – Road Classifications and Rights-of-Way states that:

*The collector roads connect communities and distribute traffic between the arterial system and the local road system. The design and construction of collector roads will accommodate the safe and efficient operation of transit services. Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians.*

Churchill Avenue North is a Major Collector Road that distributes traffic between Richmond Road and the local road system. It also accommodates several modes of transportation, including walking, cycling and driving. At-grade commercial units are proposed to front onto Churchill Avenue.

Byron Avenue is a Collector Road that runs east to west and distributes traffic within the Westboro community. Byron Avenue accommodates local residents, delivery and commercial vehicles, cyclists and pedestrians.

Byron Place and Highcroft Avenue are identified as Local Roads on Schedule E of the City of Ottawa Official Plan. Annex 1 – Road Classifications and Rights-of-Way states that, “*local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances. Pedestrians and cyclists are major users of local roads, starting or finishing their journeys along these roads*”.

Byron Place and Highcroft Avenue will function as local roads by distributing pedestrian and vehicular traffic to the Subject Site. The principal entrance of the residential portion of the proposed building fronts onto Byron Place. Driveway access to the proposed underground parking garage is along Highcroft Avenue.

The Subject Site is located within a 600 m radius of the Dominion and Westboro BRT and future LRT Stations. In addition to bus routes located at the Dominion and Westboro Stations, bus route 50 abuts the Subject Site to the west, at the intersection of Byron/Churchill. Bus routes 11 and 153 are also located at the intersection of Richmond/Churchill (Figure 4).

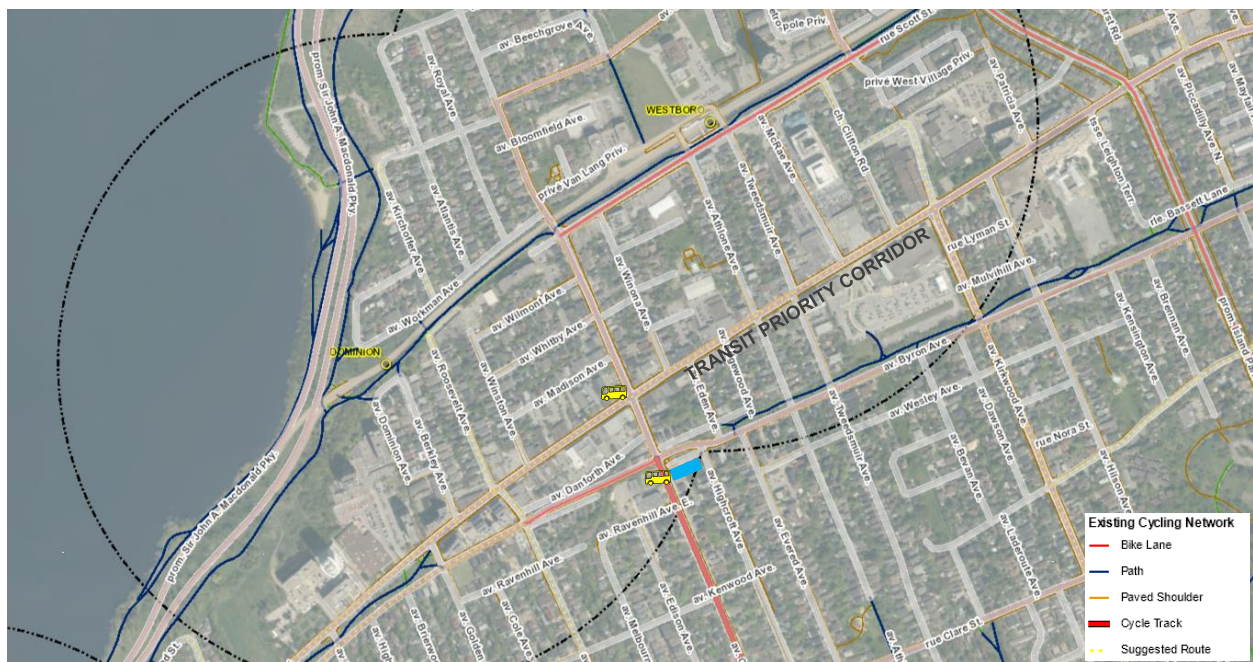


Figure 4. Proximity to Active and Public Transit Network

## 2.0 DEVELOPMENT PROPOSAL

The proposed development is a six-storey, mixed-use building containing 76 residential units and 2 commercial units. The residential rental units will range in size from studio to two-bedrooms with a den. The proposed building has an east to west orientation. The west elevation fronts onto Churchill Avenue and contains at-grade access to the proposed commercial units. The building along Churchill has been designed with step backs at the fifth and sixth storey and several building articulations to emphasize a 4-storey podium and human scale. Both the west and north elevations contain reduced setbacks to lot lines to bring the building closer to Churchill Avenue

North and Byron Place. These elevations contain a mix of patios, balconies and terraces as well as ample glazing to support active and habitable spaces that will animate the building and the public realm.

The building treatment along the east and south elevations are treated differently to have regard for the residential neighbourhood to the east and south of the Subject Site. The east elevation is setback at 6.0m to align with the residential dwelling abutting the Subject Site to the south. At-grade residential units along this frontage will have access to patios as well as soft landscaping. With regard to the south elevation, the portion of the building adjacent to a residential zone is setback 6.0 metres and contains no balconies. The south elevation adjacent to a Local Commercial zone is setback at 1.5 metres and contains an at-grade entrance to the building's garbage room. Garbage is proposed to be wheeled out to Churchill Avenue for pick up.

A communal amenity area is proposed in the form of a roof top-terrace (441m<sup>2</sup>) located on the westerly portion of the building. An indoor gym/amenity area is proposed on the ground floor. The Site Plan also illustrates a large at-grade landscaped area on the south east portion of the lot. This landscaped area will not function as an amenity area but as a natural buffer between the proposed development and the residential property south of the site. Interlock pavers are proposed to connect the main entrances of the building to the street.

An underground parking garage is proposed with access off Highcroft Avenue. The underground parking garage will contain 59 resident parking spaces, 6 visitor parking spaces and 45 bicycle parking spaces. Tenant storage space is also provided in the garage. In order to access this proposed parking garage, the existing curb extension south of Byron Place which restricts the southbound through movement along Highcroft Avenue is proposed to be relocated. A new island will be provided to south of the proposed access to the parking garage. The increased size of the island will prevent vehicles from the site or Byron Avenue from travelling southbound on Highcroft Avenue. Additional road modifications entail reducing the width and length of Byron Place to accommodate the greening of the boulevard as well as an urban park. Byron Place is proposed to remain open as a fire route.

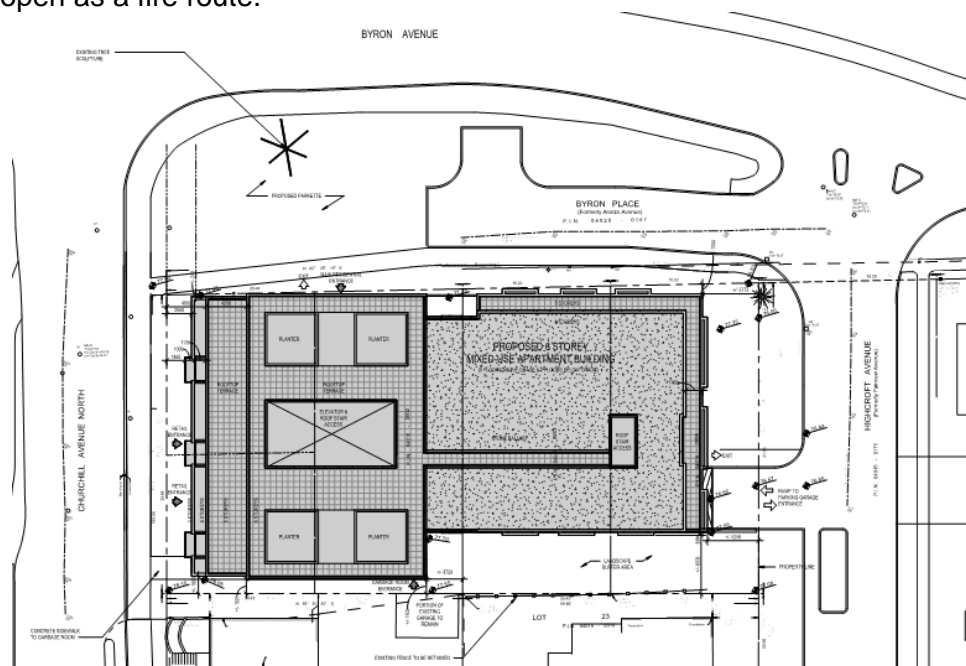


Figure 5. Site Plan



### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on April 30, 2014. This section will discuss relevant policies of the PPS.

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- b) accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.*

The proposed mixed-use building and rezoning of the Subject Site support an appropriate range and mix of residential and commercial uses to meet the long-term needs of residents in the neighbourhood. The proposal supports a cost-effective development pattern by intensifying lots within the urban boundary, minimizing land consumption and municipal servicing costs.

Section 1.1.3.1 of the PPS states that, “settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted”. Section 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:*
  - 1. efficiently use land and resources;*
  - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
  - 4. support active transportation;*
  - 5. are transit-supportive, where transit is planned, exists or may be developed; and*
  - 6. are freight-supportive.*

The proposed development is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services and public facilities. With regard to active and public transportation, the Subject Site will have access to cycling and bus routes along Churchill Avenue, Byron Avenue and Richmond Road. The Dominion BRT and future LRT station and the Westboro BRT and future LRT station are within a 600m radius of the Subject Site.

The proposal which supports intensification and has regard for numerous capital improvements in the immediate neighbourhood, will promote a land use pattern, density and mix of uses that efficiently utilises city resources, minimizes vehicular dependence and supports accessible active as well as public modes of transportation.

The proposal represents appropriate intensification and is consistent with the Provincial Policy Statement.

### 3.2 City of Ottawa Official Plan (2003)

The Subject Site is a designated General Urban Area on Schedule B of the City of Ottawa Official Plan (OP).

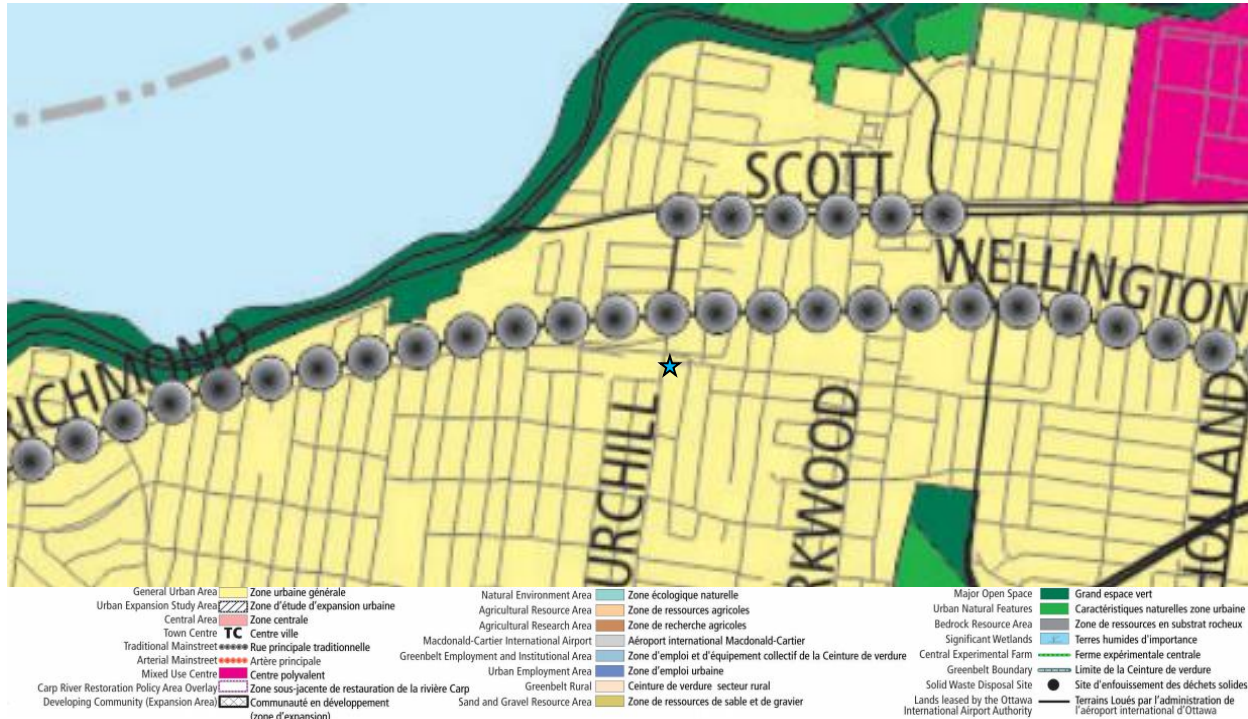


Figure 6. Schedule B – Urban Policy Plan, City of Ottawa Official Plan

#### 3.2.1 Managing Growth Within the Urban Area

The Official Plan encourages intensification within the urban area. Section 2.2.2 of the Official Plan speaks to the promotion of intensification as a strategy to manage growth in a sustainable way and states that, *“intensification is the most cost-effective pattern for the provision of municipal services, transit and other infrastructure and supports a cleaner, healthier city.”*

Section 2.2 states that *“in all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit... Density is highest adjacent to transit and includes a mix of uses so that residents can meet many of their daily needs within the community or can find them conveniently nearby. This pattern of transit-oriented development results in very liveable communities at any scale, from the central area to the suburbs”*.

Section 2.2.2 also states that *“Within lands designated General Urban Area, opportunities for intensification exist and will be supported, although such opportunities are generally at a much smaller scale than in the land-use designations described above. The scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit”*.

The proposed development and rezoning support the intensification of the Subject Site, resulting in a cost-effective land use pattern for the provision of municipal services, transit and other infrastructure. The proposed six-storey, mixed-use building is located on the edge of a residential

neighbourhood at the intersection of two major roads, Churchill and Byron Avenue. As Westboro continues to re-urbanize, the proposed development will help to meet the demand for rental housing and smaller, more affordable units within the greenbelt. The Subject Site is within 150m of Richmond Road which is designated a transit priority corridor as well as within 600 metres of Dominion Station and Westboro Station. In addition, the Subject Site is within walking distance of Westboro Village, where numerous products and services are offered. The proposal is directing growth to an appropriate location within the inner urban area and will support increased public transit ridership as well as neighbouring commercial uses along Churchill Avenue and Richmond Road.

### 3.2.2 General Urban Area Designation

The purpose of the General Urban Area is to permit *“the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”* in order to develop complete, sustainable communities (Section 3.6.1).

Policies 1 through 5 of Section 3.6.1 are relevant to the proposal and state that:

1. *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*
2. *The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*
3. *Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.*
4. *Notwithstanding Policy 3, new taller buildings may be considered for sites that:*
  - a. *front an Arterial Road on Schedules E or F of this Plan and which are:*
    - i. *within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or*
    - ii. *on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the “Transit Street” defined in the Riverside South Community Design Plan is considered an Arterial Road;*
  - b. *are in an area already characterised by taller buildings or sites zoned to permit taller buildings. [Amendment #150, LPAT October 22, 2018]*

The proposed mixed-use building will contribute to providing a full range and choice of housing types, tenures and densities in the neighbourhood and will help to meet the needs of all ages, incomes and life circumstances.

Westboro is evolving into a vibrant urbanized community with improved walkability and a mix of uses. A key component of the future success of this neighbourhood will be its support of higher forms of densification, where appropriate. The Westboro Secondary Plan, describes the planned function of Churchill Avenue as a pedestrian oriented, mixed-use street linking Westboro Village and Scott Street mainstreets. The Secondary Plan states that, “The long-term vision for Churchill entails supporting its redevelopment for mixed-use buildings, generally in the four- to six-storey range”. Although the Subject Site abuts the boundary of the planned area for Westboro (Figure 7), the proposed development is consistent with the vision of the Plan and does not conflict with neighbouring uses.



Figure 7. Planning area for the Westboro Secondary Plan and Westboro Community Design Plan

Neighbouring properties to the north, west and southwest are zoned Traditional Mainstreet, Local Commercial and Institutional, which support building heights of more than four-storeys (Figure 8). In addition, the proposed building has been designed with setbacks, step backs and buffers to have regard for the residential neighbourhood to the southeast of the site.



Figure 8. Permitted building heights of neighbouring properties



As the proposal fronts onto two major roads, its context is not similar to properties within the interior of a residential neighbourhood. Instead, its proximity to a prominent intersection has resulted in a design that frames this corner through lot and introduces conveniently located at-grade commercial uses along Churchill Avenue North.

Policy 8 of Section 3.6.1 speaks to commercial uses in the General Urban Area and states that:

8. Throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:
  - a. Are compatible and complement surrounding land uses; [Amendment #150, October 19, 2018]
  - b. Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
  - c. Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
  - d. Are situated to take advantage of pedestrian and cycling patterns;
  - e. Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The proposed mixed-use development will provide appropriately sized, conveniently located commercial uses to meet the needs of nearby residential areas. These locally-oriented uses will not attract large volumes of traffic from outside the immediate area. Similar to other local commercial uses along Churchill Avenue, the proposed commercial units are easily accessible. Sidewalks, an on-road cycling route and a bus stop about the Subject Site along Churchill.

With regard to Section 2.5.1 and Section 4.11 of the OP, the design and compatibility of the proposed development will be further discussed in the following sections of this Rationale.

### **3.2.3 Design and Compatibility**

Section 2.5.1 of the City of Ottawa Official Plan speaks to how the City intends to influence the built environment as the city matures and evolves. The City's design objectives for implementing urban design and achieving compatibility are outlined in this section.

- 1) *To enhance the sense of community by creating and maintain places with their own distinct identity.*

The proposed development will contribute to views for individuals travelling on Churchill and Byron Avenue. The materiality, color, glazing and articulations along the building facade have been designed to provide visual interest. The space between the building and the street will be enhanced with hard and soft landscaping. Patios, terraces and balconies provide further animation along the street.



*2) To define quality public and private spaces through development.*

The entrances of the commercial units, the principal residential entranceway, the ground floor ceiling height and the at-grade glazing of the proposed mixed-use building create an inviting street-oriented building form which clearly defines the private and public realm. The front and rear yard of the development contain an attractive landscape that reinforces this boundary. To further enhance the streetscape, trees as well as plantings are proposed in the City right-of-way between the building and the street. A quality outdoor roof-top communal amenity area as well as private amenity areas, in the form of patios and balconies, are proposed to meet the leisure needs of residents.

In addition to quality spaces on site, Byron Place will be partially closed and reduced to 6m in width to provide landscaping along Byron Place as well as to accommodate a public park area on the southeast corner of the Churchill Avenue/Byron Avenue intersection. Three concepts for the public park have been designed and included as part of the Site Plan Control application. These three concepts incorporate greenspace, seating areas and pedestrian pathways. The public park is envisioned as an inclusive and communal urban space where individuals can relax and mingle.

*3) To create places that are safe, accessible and are easy to get to, and move through.*

Vehicular access to the Subject Site will be from Highcroft Avenue. Visitor and residential parking will be located below grade within a parking garage. Bicycle parking will be safely located within the parking garage.

The Subject Site has been designed with a building that is located close to the street, improving safety and accessibility. The main entrances of the building are well defined and connect to sidewalks along Churchill and Byron Place.

*4) To ensure that new development respects the character of existing areas.*

The proposed development is located on a corner through lot at the intersection of two collector roads that provide key links to Richmond Road and surrounding neighbourhoods. The proposal will frame this corner along the edge of an established residential neighbourhood. The proposed building facade along Churchill and Byron activate the street, while the façade along Highcroft has regard for the neighbourhood to the east and south. The proposed mid-rise building does not conflict with the existing mix of zones and uses at this intersection.

*5) To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

The proposed development will feature residential units that range in size and number of bedrooms to appeal to a variety of potential tenants. The design of the building is also adaptable to the changing needs of its occupants by meeting building code standards for universal accessibility.

*6) To understand and respect natural processes and features in development design.*

A tree conservation report as well as a landscape plan have been prepared in support of the Site Plan Control application for the Subject Site. An understanding of the local climate is reflected in the choice of species identified for planting. The proposed trees and plantings will create an

attractive natural environment while remaining low maintenance. No significant or sensitive environment features or resources have been identified on or adjacent to the Subject Site.

*7) To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

The proposed development is a compact, inclusive and higher density form of housing, which efficiently utilizes energy and land. Given the proximity of the site to cycling and bus routes, the proposal will also help to support sustainable, public and active modes of transportation.

### **3.2.4 Review of Development Applications**

Section 4 of the Official Plan outlines policies related to review of development applications, to ensure that new development meets the objectives of the Official Plan. The following section demonstrates how the proposed redevelopment of the Subject Site conforms to the policies in Section 4.1 through 4.11 of the Official Plan.

Relating to Section 4.1 (*Site-Specific Policies and Secondary Policy Plans*), the Subject Site is not subject to any Site-Specific Policies or a Secondary Policy Plan in Volume 2 of the Official Plan.

Relating to Section 4.2 (*Adjacent to Land-Use Designations*), the Subject Site is not adjacent to any areas of natural or scientific interest.

Relating to Section 4.3 (*Walking, Cycling, Transit, Road and Parking Lots*), the Subject Site is accessible by various modes of transportation, including walking, cycling, public transit, and motorized vehicle. The site is within walking distance to transit, shops and services along Churchill Avenue and Richmond Road. Both Churchill Avenue and Richmond Road support cycling routes. Richmond Road is also identified as a Transit Priority Corridor on Schedule D *Rapid Transit and Transit Priority Network* of the Official Plan. In accordance with the policies of Section 4.3 of the Official Plan, a Transportation Impact Assessment (dated April 5, 2019) has been prepared by Novatech, for the Subject Site. The Assessment indicates that based on the results of the segment multi-modal level of service (MMLOS) analysis:

- Churchill Avenue currently meets the target Bicycle Level of Service B, Truck Level of Service D and Auto Level of Service E. It does not meet the target Pedestrian Level of Service A. Byron Avenue meets the target Auto Level of Service E, however it does not meet the target Pedestrian Level of Service A and Bicycle Level of Service B.
- To achieve the target Pedestrian Level of Service A along both Churchill Avenue and Byron Avenue, either a reduction in the daily curb traffic to less than 3000 vehicles per day or a reduction in the operational speed to 30km/hr is required.
- The City of Ottawa's Ultimate Cycling Network identifies a future separated major pathway on the north side of Byron Avenue. The separated pathway will result in a Bicycle Level of Service A, achieving the target within 300m of a school.

Relating to Section 4.4 (*Water and Wastewater Servicing*), the Subject Site is serviced by municipal water and wastewater services. A Servicing and Stormwater Management Report (dated April 5, 2019) has been prepared by Novatech, for the Subject Site. The Report indicates that the proposed building will be serviced by the municipal watermain in Byron Place and by the sanitary and storm sewers in Highcroft Avenue. With regard to stormwater management,

stormwater runoff will be attenuated using an internal stormwater storage tank and dual pumps to control the flow from the building's roofs. Runoff from the rear and side yards is proposed to sheet drain directly to the municipal right-of-ways. The Servicing and Stormwater Management Report demonstrates that existing water and wastewater infrastructure services can accommodate the proposed development on the Subject Site.

Relating to Section 4.5 (*Housing*), the proposal for the Subject Site includes seventy-six (76) new residential rental units, introducing a range of studio, one-bedroom and two-bedroom units to the area.

Relating to Section 4.6 (*Cultural Heritage Resources*), there are no cultural heritage resources on or in proximity to the Subject Site.

Relating to Section 4.7 (*Environmental Protection*), there are no sensitive environmental features on or in proximity to the Subject Site. In keeping with Section 4.7.2, a Tree Conservation Report and Landscape Plan (dated April 5, 2019) have been prepared by Novatech (Figure 8). According to the Tree Conservation Plan, only a few of the existing trees are proposed to be retained. The majority of trees proposed to be removed are in poor condition. In addition, the Plant List on the Landscape Plan indicates a planting of nine (9) new deciduous trees. Proposed species are suitable for the local climate while being generally low maintenance. Any City trees affected by the proposed development will be replaced.

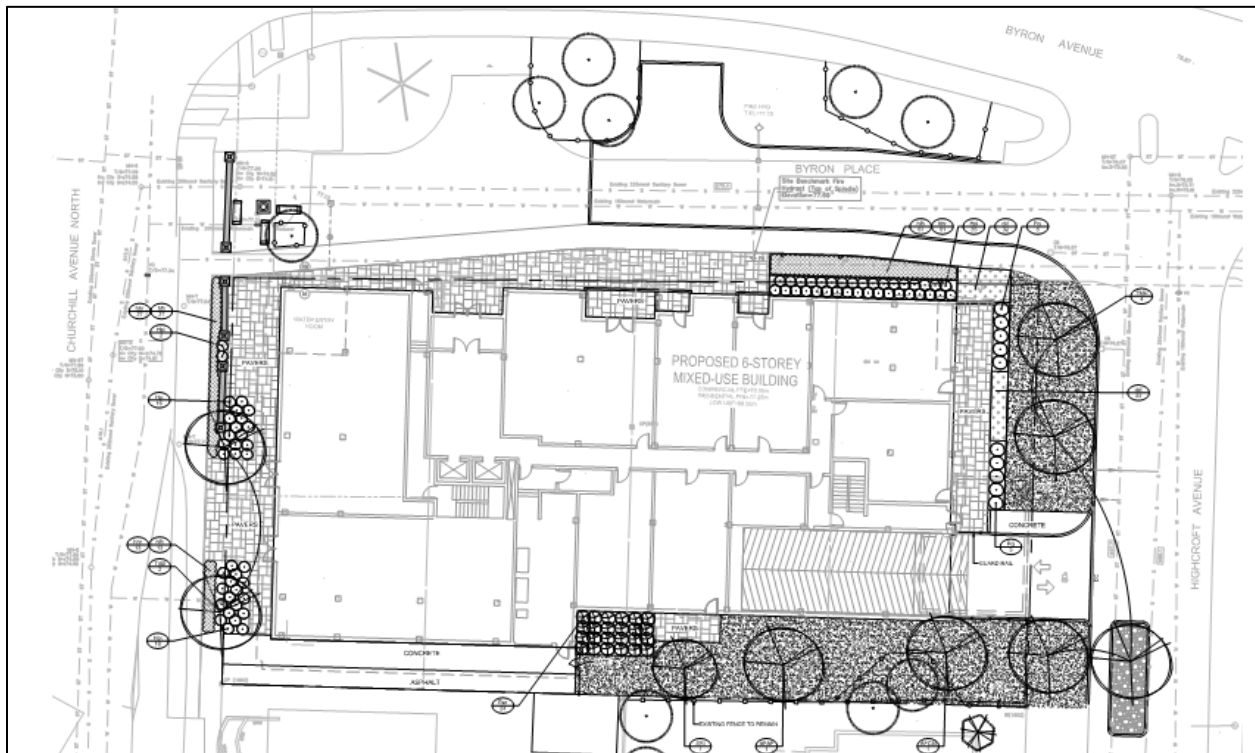


Figure 8. Landscape Plan, Novatech

Additionally, in keeping with Section 4.7.3 an Erosion and Sediment Control Plan (dated April 5, 2019) has been prepared by Novatech.

Relating to Section 4.8 (*Protection of Health and Safety*), the Subject Site is not affected by constraints identified on Schedule K *Environmental Constraints* of the Official Plan, such as flood plains, wellhead protection or unstable soils. In keeping with Section 4.8.3 and 4.8.4 of the Official Plan, a Geotechnical Investigation (dated February 25, 2019) and a Phase I Environmental Site Assessment (ESA) (dated December 17, 2018) have been completed by Paterson Group, for the Subject Site.

The Geotechnical Investigation indicates that the subsurface conditions encountered at the boreholes are granular fill overlying brown silty clay to silty sand deposits. Grey limestone bedrock surface was found at depths ranging between 1.3m and 2m. Groundwater was observed at an approximate depth of 4.5m to 5.5m. With regard to the building foundation, the report suggests that footings be founded directly on a clean, surface-sounded bedrock bearing surface with no loose materials, or near surface seams, voids, fissures or open joints.

The Phase I ESA indicates that no areas of potential environmental concern were identified, and that a Phase II ESA is not required.

In keeping with Section 4.8.7 of the Official Plan, a Traffic Noise Assessment (dated April 5, 2019) and a Wind Analysis (dated April 5, 2019) have been prepared by Gradient Wind. The results of the noise analysis indicate that noise levels will range between 52 and 68 dBA. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. The Assessment also recommends the installation of an air conditioning system, or similar mechanical ventilation, to reduce indoor noise levels. A Warning Clause is proposed to be placed on all Lease Agreements.

The Wind Study concludes that wind conditions over all pedestrian sensitive grade-level locations within and surrounding the study site will be acceptable for the intended uses on a seasonal basis. The study also indicated that all private and amenity rooftop terraces will experience wind conditions suitable for their intended uses throughout the typical use period without the need for mitigation.

Relating to Section 4.9 (*Energy Conservation Through Design*), the landscape plan for the proposed development includes areas of permeable and landscaped surfaces to reduce heat retention.

Relating to Section 4.10 (*Greenspace Requirements*), as there is insufficient land for park development, the City may require payment-in-lieu of parkland dedication.

Relating to Section 4.11 (*Urban Design and Compatibility*) the following outlines compatibility criteria of the proposed development. There are no Secondary Plans or Community Design Plans that apply to the proposed development.

- Traffic: A new island will be located immediately to the south of the proposed access to the parking garage. This will prevent vehicles from the site or Byron Avenue from travelling southbound on Highcroft Avenue. No adverse effects on traffic, specifically local neighbourhood traffic, are anticipated.
- Vehicular access: Vehicular access is proposed off of Highcroft Avenue. Trees, fences and additional landscaping are proposed to the south of the driveway access as well as within the island. These buffers will help to mitigate headlight glare and loss of privacy for adjacent properties.

- **Parking requirements:** The proposal meets parking requirements of Zoning By-law 2008-250. Required parking totals 38 spaces. The proposed development provides a total of 65 vehicular parking spaces and 45 bicycle parking spaces on site.
- **Outdoor amenity areas:** Amenity area requirements for the proposed development have been met. A roof-top terrace is proposed along the Churchill Avenue frontage. Residential units will have access to private patios, terraces and balconies. Trees are proposed to be planted along Churchill Avenue and Highcroft Avenue, with a section of Byron Place proposed to be closed off to accommodate an urban park. The landscaping of the site will contribute to the urban forest and provide screening and shade for residents.
- **Loading areas, service areas, outdoor storage:** No outdoor storage is proposed. A garbage room with independent exterior access is proposed on the ground floor. A 2m wide concrete sidewalk will link the garbage room to Churchill Avenue for collection.
- **Lighting:** Light spill over or glare will be appropriately mitigated.
- **Noise and air quality:** A traffic noise study was prepared and indicated that the proposed development is compatible with surrounding land uses.
- **Sunlight:** The Shadow Analysis prepared in support of the Site Plan Control application indicates that the east to west orientation of the building minimizes shadowing on abutting residential properties.
- **Supporting neighbourhood services:** The proposed mid-rise development can be adequately serviced and supports neighbourhood parks, schools, commercial uses and transit.

The proposed development and zoning amendment conform to the City of Ottawa Official Plan.

### **3.3 Zoning By-law 2008-250**

The Zoning By-law Amendment proposes to rezone the Subject Site from Residential Third Density, Subzone R (R3R) and Local Commercial, Exception 772 (LC [772]) to Residential Fifth Density, Subzone B, with a 19.5 metre height limit (R5B H(19.5)).

The purpose of the Residential Fifth Density Zone is to:

- 1) *allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;*
- 2) *allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;*
- 3) *permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size; and*
- 4) *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.*

As previously stated, the proposal provides an opportunity to accommodate a mixed-use development that frames this prominent corner and complements the City's vision for the redevelopment of Churchill Avenue North. The proposed ancillary commercial uses will serve the surrounding residential areas and will enhance their diversity and vibrancy. The proposed mixed-



use building is consistent with the purpose of the Residential Fifth Density (R5) zone and is compatible with neighbouring Local Commercial (LC), Institutional (I1), Traditional Mainstreet (TM) and Residential Third Density (R3) zones. With the exception of building setbacks and landscaped area, the proposed development has been designed in accordance with the zoning provisions of the R5B zone as well as other applicable provisions in Zoning By-law 2008-250.

Table 1 summarizes relevant zoning performance standards and the standards provided by the proposed development. Orange text identifies areas of non-compliance.

Table 1. Zoning Review Summary

Zoning Information: R5B H (19.5) Zone		
City of Ottawa Consolidated Zoning By-law 2008-250		
Proposed Mixed-Use Apartment Building		
Performance Standards	Required	Proposed
<b>Residential Fifth Density (Sections 163-164)</b>		
Minimum Lot Area (m <sup>2</sup> )	675	1900
Minimum Lot Width (m)	22.5	30.6
Minimum Front Yard (m)	3	2.5
Corner Side Yard Setback (m)	3	0
Minimum Interior Side Yard Setback (m)		
Abutting a Residential Zone	7.5	6.0
If located within 21m of front lot line	1.5	1.5
If located beyond 21m of front lot line	6.0	1.5 and 6.0
Minimum Rear Yard Setback (m)	3	5.7
Maximum Building Height (m)	Varies	19.5
Landscaped Area (% of lot area)	30	25
<b>Parking Requirements (Area X) (Section 100-114)</b>		
Minimum Parking Space Rates		
Dwelling Units in a Mixed-use Building (in excess of 12)	0.5 per d.u. = 32	59
Non-Residential Uses (where GFA is less than 200 m <sup>2</sup> )	0	0
Minimum Visitor Parking Space Rate		
Dwelling Units in a Mixed-use Building (in excess of 12)	0.1 per d.u. = 6	6
Aisle and Driveway Provisions		
Minimum Width of a Double Traffic Lane (m)	6	6
Driveway providing access to Parking Garage (m)	6	6.2
Minimum Bicycle Parking Space Rates		
Dwelling Unit in a Mixed-use Building	0.5 per d.u. = 38	45
<b>Amenity Area (Section 137)</b>		
Minimum Total Amenity Area (m <sup>2</sup> ) Mixed Use Building, with 9 or more Dwelling Units	6m <sup>2</sup> per d.u. = 456	929.1
Minimum Communal Amenity Area (m <sup>2</sup> ) Mixed Use Building, with 9 or more Dwelling Units	50% of total = 228	493.4

The proposed setbacks along Churchill Avenue and Byron Place bring the proposed building closer to the street. The north and west elevations of the mixed-use building are animated by large windows, terraces and balconies. These elevations will support activity and “eyes on the street/parkette”, providing a safe and interactive environment for residents and the community. As there are no neighbouring residential lots adjacent to the front and corner side yards, concerns related to privacy and overlook are not applicable. The requested setback provisions support a desirable form of development and will have no negative impacts on the surrounding area.

The proposed 1.5m interior side yard setback from the abutting Local Commercial zone provides a larger setback than existing zoning, which requires 0m interior side yard setbacks. The proposed setback will support garbage movement as well as vehicular access to the rear yard of the neighbouring property south of the Subject Site. The portion of the building abutting a residential zone is setback 6.0m. This portion of the south elevation of the building contains no balconies. In addition, plantings and a proposed fence will mitigate adverse impacts to neighbouring residential properties.

With regard to landscaped area, the Subject Site has been designed with quality landscaping including the planting of nine deciduous trees, over 100 deciduous shrubs and over 250 perennials. In addition to the landscaping of the site, Byron Place will be partially closed to provide a public park area in the southeast corner of the Churchill Avenue/Byron Avenue intersection. The portion of Byron Place that remains will be reduced to 6.0m in order to provide a wider landscape buffer between the proposed building and sidewalk. Suitable greening of the site and adjacent lands is proposed.

#### **4.0 CONCLUSION**

The Zoning By-law Amendment proposes to rezone the Subject Site from Residential Third Density, Subzone R (R3R) and Local Commercial, Exception 772 (LC [772]) to Residential Fifth Density, Subzone B, with a 19.5 metre height limit (R5B H(19.5)). This rezoning will facilitate the construction of a six-storey, mixed-use building containing seventy-six (76) residential units and two (2) at-grade commercial units.

The proposed development and rezoning are consistent with the Provincial Policy Statement as they support an appropriate range and mix of residential and commercial uses to meet the long-term needs of residents in the neighbourhood. The proposal has regard for numerous capital improvements in the immediate neighbourhood and promotes the efficient use of land, resources, infrastructure, municipal services and public facilities.

The proposed development and rezoning conform to the City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposal also contributes to providing a full range of housing types, tenures and densities in the surrounding area. This compact and inclusive development will enhance the community's diversity and will help to meet the needs of all ages, incomes and life circumstances. Additionally, appropriately sized, conveniently located ancillary commercial uses are proposed along Churchill Avenue North to add vibrancy to this city corner and to meet the needs of nearby residents.

The proposed development and rezoning establish appropriate zoning standards for the Subject Site as the Residential Fifth Density Zone supports a mix of residential building forms ranging

from detached to mid-high rise apartment dwellings in areas designated as General Urban Area in the Official Plan.

The proposed development and Zoning By-law Amendment are desirable and represent good land-use planning.

Yours truly,

**NOVATECH**

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